



# the STAR

capitol

The MERCEDES-BENZ CLUB of America • Sacramento Section

June 2001

## Calendar Of Events

### June 3, 2001

Shriners Concours  
Bob Cottam

### July 14, 2001

Gold Panning at Pine Grove  
Henry & Anne Pezzetti

### August 19, 2001

Brunch at North Tahoe  
Gary & Carolyn Twing

### September 2001

Poker Run  
Darryl & Debbie Kielick

### October 2001

Oktoberfest!  
Kevin & Gloria McKnight

### November 2001

Planning Meeting  
Phil Dusel

## GOLD PANNING AT ROARING CAMP

Saturday, July 14, 2001 – 9:45 AM

Roaring Camp, located at Clinton Bar in the Mokelumne River Canyon, is in an area that is still being mined today. The excursion to the Canyon begins in a parking lot in Pine Grove and they take us by truck into the Canyon. There is apparently quite a bit to see. There is an actual Placer Gold Mine operation, and they show you how to pan for gold if you want to learn. There are walking tours to abandoned areas, Wildlife and Mining Artifacts Museum, rocks to collect, swimming if anyone is so minded, and a Trading Post. Lunch is available at the Trading Post.

The customary fare in the wilderness seems to be hamburgers, cheeseburgers, fish sandwiches and popcorn shrimp, with french fries and drinks. It does not sound too strenuous and the people at the camp felt that it was off the beaten track but a lot of fun and a very pleasant way to spend the day.

We are scheduled for Saturday, July 14. The truck leaves at 10:00 a.m., and they want us there by 9:45 a.m. We will rendezvous at the Sloughhouse Inn on Jackson Highway at 8:30 a.m. and will depart for Pine Grove at precisely 8:45 a.m. Clothing should be very casual. We need a headcount no later than **June 15**, since they may have to hire an additional truck driver and need to know a number. Total cost of the tour will be \$15.00. Lunch (at the Trading Post) will be on you. Hope to see everyone there.

## Inside...

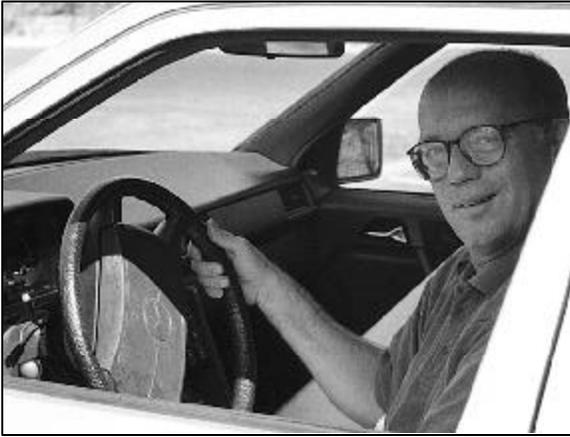
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## Rally & Sunday Brunch at North Tahoe

August 19<sup>th</sup>, 2001

Mark your calendar for August 19<sup>th</sup> and beat that valley heat! Join us for a champagne brunch at the Lone Eagle in Incline Village. Brunch will be buffet and first class – at the time of this writing we're working on a rally from Sacramento.

**Deadline: August 12<sup>th</sup>**



# President's Message

by: Bill Brandt

We just finished Tom & Inga's rally, and what an adventure! Coming right up is Bob Cottam's Shriners' Concours. Then some gold panning! August we'll have a rally and brunch up at Incline Village.

Speaking of adventures, I have been in one involving a Euro 380SL. A friend of mine bought the car 7 years ago and had a stroke 6 months later. Other than her husband driving it twice a month since then, it has sat in the garage.

I have had this car in my garage for 2 weeks attending to some small things – then will drive it to Dallas to the new buyer.

Like all Mercedes, driving the

left is disappearing with some strong use of the brakes. This car has but 67,000 miles – like it was left in a time capsule. It's white with palomino interior – a combination that I find very attractive. In early June I will take this car on the 2000-mile trip.

The more I have driven it, the better it runs! Sorta mirrors my 300E. When I got it 5 or 6 years ago this '86 had only 65,000 miles. I used to keep it in my garage to be used on weekends sparingly. I wanted to keep the mileage low.

One day I asked myself "Why"? To eventually sell to someone else a "low mileage" car? So I just started to drive it.

To work and to the store. On vacations. One time about 3 years ago I just got in the car – pointed it east, and drove 7,000 miles around the country in 2 weeks. A woman drove me to that, but that's another story... I decided to use the car the way Daimler Benz intended. Now at 210,000 miles, it gives no indication of wanting to retire.

I guess my revised view mirrors Ferry Porsche's. When Bill Harrah apologized to Ferry for not having one Porsche in his collection, Ferry laughed and said, "That's OK – my cars were meant to be driven".

See you at the Concours!

**Bill**

## Contact Information for "the Capitol STAR"

Submit articles to:  
 Bill Brandt  
 5910 Gloria Dr.  
 Sacramento, CA 95822  
 e-mail: wlb@lanset.com

For changes to articles or ads:  
 Chris Dudte  
 (775) 673-1433  
 e-mail: cdudte@ao.net

New article ideas:  
 Bill Brandt  
 5910 Gloria Dr.  
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 e-mail: wlb@lanset.com

Deadline for submissions is the 20th of each month.

Deadline for changes to articles or ads is approximately the 26th of each month.

## Nevada Open Road Challenge

There are three secrets to be a success at almost anything you do...preparation...preparation and most of all preparation.

Last week was the Nevada Open Road Challenge; I had been getting ready for this Rally for the past six months. There was a lot of work that I wanted to do to my 280 SLC before I took it for a ride at speeds up to 124 MPH (in my class 125 MPH and your disqualified).

The Nevada Open Road Challenge is a 90-mile course on Hwy. 318 between Lund and Hiko Nevada. The Rally part is to run at an average speed over the 90 miles. The classes start at 95 MPH and in five miles per hour increments go up to 180 MPH. The last class is called "Open", this means the fastest car over the 90 mile course is the winner.

I was in the 105 MPH class; this means that from start to finish the drive should take 51 min. 25 sec (51.25.71 to be exact) It went by like it was about eight minutes. If you go over 124 you get a ticket at the end from the Nevada Highway Patrol for that speed in a 55 MPH zone "ouch". There is a known speed trap in the middle of the run and *continued on page 4...*



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...continued from page 3

## The Uncorked Rally

Last Saturday, May 19<sup>th</sup>, 34 of us met at picnic area at Lake Solano to start the rally with croissants, melons and drinks. Tom and Inga Bourdon threw a few delightful curves into the notion of a traditional rally.

First we had a “gear-head’s” version of horseshoes by tossing fan belts onto old oil cans – or in my case – seeing how close I could get. Those who got some hits then earned some points towards the rally.

As we started, Tom and his able assistant Lou Meikle graded each contestant by how close he/she could drive get the front of their bumper dead center over the Mercedes Tri Star. Those who were accurate got more points towards the rally.

Before we all left, we were each given 3 wine bottle corks with a sticker and number on it.

If you think you have seen the Napa Valley you probably would have enjoyed this rally. We stayed off the beaten path...

For example – Do you know where black bears breed in Napa County? Or why the town of Angwin is closed on Saturday?

I was serving as navigator for new member Christa Jellison’s C280 Sport, and believe me the beautiful handling of the Sport suspension was appreciated!

Sandra Reese lamented the fact that her 190E 2.3-16 had a fuel pump failure – Ink Grade Road which was narrow and full of turns for miles - would have been perfect for her car...

At the final check point we again tried to

align the front of the bumper with the Mercedes Star.

We had dinner at Jonesey’s Steakhouse on the tarmac of the Napa airport. I had heard of this restaurant for decades and the steaks lived up to their reputation. As the steaks were delivered our noisy banquet room fell to a tomb like silence as we were enjoying the steaks!

Members with the most original entry to this rally had to be Ed and Karen Champoux, who parked their Cessna among the Gulfstreams and Learjets belonging to the wineries.

Third place winner was Team Hoffman, second went to Team Gulden and the first place was won by Team Weidman. Incidentally, the difference in points between first and second was determined from the “driving over the Tri-Star” test – it was that close!

The wine bottle corks? Well, the Bourdon’s threw yet another curve at us – saying “See those numbers on the peel off stickers? Well, those numbers are meaningless – peel off the stickers to find the valid numbers!”

Winner of this with the highest added numbers was Kevin McKnight.

The Bourdons told me that they drove this 71-mile course 9 times in planning the questions. Their effort was reflected in the enjoyment we all had.

I’d like to thank Inga and Tom Bourdon for an unforgettable rally.

**-Bill Brandt**

if you like, they will send you a certificate for the speed you’re traveling at that time. I went ahead and spent the extra money and they clocked me going through the traps at 124 MPH. All I can say is thank goodness for the invention of GPS.

I like the idea that some is good but more is better, so all the information I could put into my course and time notes, I did. All of this information worked well for us until we cleared the narrows, which is where the tightest turns are in the 90-mile course. My navigator, Brian Harris a friend of mine for over 26 years said we were within one half a second of our time as we exited the turns into the straight heading for the finish line. This is where we met up with Murphy’s Law, I had put times and mileage points on the cheat sheets for everything. As we passed the mileage markers at 105 MPH it was all Brian could do to keep up with giving me our time to finish. As it turned out he was going straight down the page and included some times that were not at the exact mile markers. This made it look like we were going too fast, so we slowed down to get back on time. Before we found the problem there was only a little over one mile left to catch up to our correct time. I pushed the pedal down and we were back over 120 MPH and going over the finish line 16.9 seconds late. I found that sometimes KISS (Keep It Simple Stupid) beats preparation.

The car definitely benefited from the preparation, in the 1800 miles I drove that week the only thing I had to do was check the tire pressure before going on the run. This includes running hot laps on the road course at the Nevada Motor Speedway in Las Vegas for qualifying.

For me it was like being ten years old going to Disneyland. I have already put my name in for the next Nevada Open Road Challenge for 2002... The planning starts now.

**-Darryl C. Kielich**



4 June 2001



## Gold Panning at Roaring Camp

July 14, 2001

Price includes cost of tour only. Lunch extra.

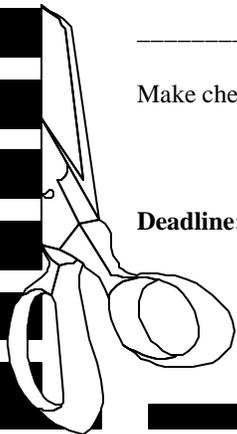
Names: \_\_\_\_\_

\_\_\_\_\_ Lunches @ 15.00 per person = \_\_\_\_\_

Make check to MBCA Sacramento Section and mail to:

**Henry & Anne Pezzetti**  
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**Deadline: June 15<sup>th</sup> to for a head count.**



## Brunch at North Tahoe

August 19, 2001

Price includes brunch.

Total # @ \$32.00 = \_\_\_\_\_

Name(s) \_\_\_\_\_ Evening phone # \_\_\_\_\_

Mailing Address \_\_\_\_\_

Make check payable to MBCA Sacramento Section and mail to:

**Carolyn and Gary Twing**  
14615 Banner Quaker Hill Road  
Nevada City, CA 95959

**Entry Deadline: August 12, 2001**

## Ask Al!

Almira "Al" Angeloni has informed me that she is moving to Connecticut to help her ailing mother. However, due to the fact that with the Internet there is no distance she still wants to get your questions!

So continue to email her and watch for her column again next month! She can be reached at [alrogangeloni@juno.com](mailto:alrogangeloni@juno.com).



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To join the Mercedes-Benz Club of America, call the MBCA National Business Office at (800) 637-2360 and use your VISA or MasterCard. Membership dues are \$45 annually. The dues include six issues of "The STAR" each year, plus your local section's newsletter (like this one). To pay by mail, make your check payable to MBCA, and mail it along with your name, spouse's name, address and telephone numbers and occupations to:

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## Mercedes Mart

This column is for members to buy or sell a personal car. The vehicle must be a Mercedes. Neither the club nor the editor make any representations whatsoever. This is strictly a service. Prospective purchasers are cautioned to investigate the offering thoroughly. We reserve the right to edit copy, including the right to limit ads to 30 words or less. Ads are free to members in good standing, \$10 to non-members. Send a copy of your ad, including your name and phone number to: Chris Dudte, 6375 Saginaw Ct., Sun Valley, NV 89433 or e-mail: cdudte@ao.net



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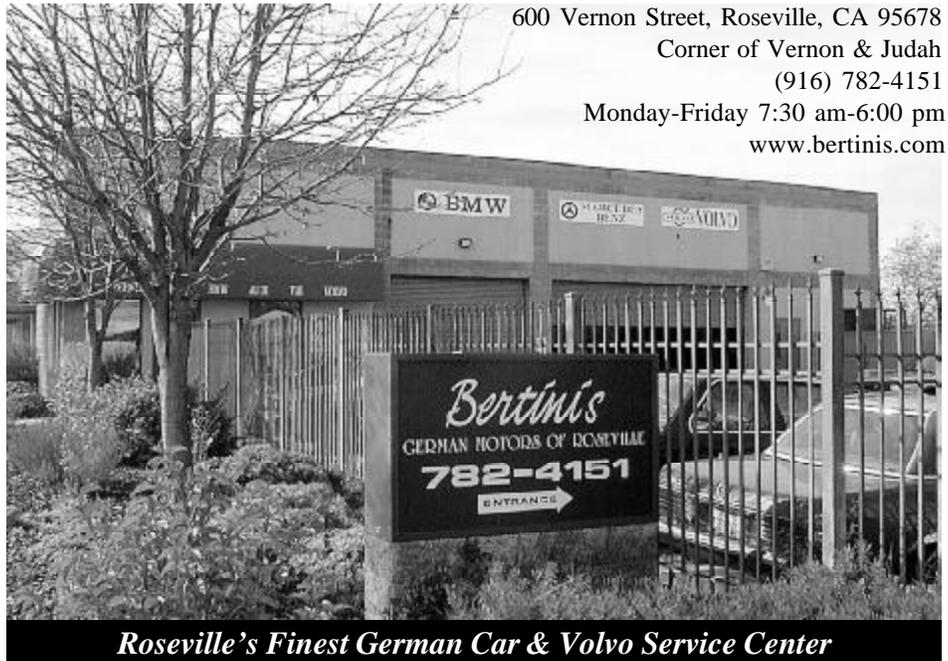
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**We cannot make changes locally!**